

By email

28 November 2018

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Dear Mr Crow

Request for information 2018-314

I refer to your request for information dated 30 October 2018, which was received by Greater Wellington Regional Council (GWRC) on 30 October 2018. You have requested the following information:

"[...]Today I have seen discussion on Twitter about the removal of seats at a bus stop in Mt Cook Wellington.

According to the tweet (with photos) the seats at the bus stop have been removed and replaced with a wooden rail that people can lean on.

Under the OIA I request:

- 1. Cost of this change.*
- 2. Reasons for this change.*
- 3. Any documents or emails that approved this change.*
- 4. Any information about how this new design will impact public with disabilities.*
- 5. Any other documents that would help the public understand why seats have been removed."*

GWRC's response follows:

1. Cost of the change to Stop

The cost of the change to the bus stop was \$77,654 plus traffic management fees.

2. Reasons for this change

The stop at Mount Cook is located on a narrow footpath beside a busy intersection. The Mount Cook residents association (Mount Cook Mobilised) highlighted that a large number of passengers who wait for buses at this stop during busy periods had caused the path to be inaccessible for pedestrians, and that pedestrians who use the path would often have to step into the roadway to pass the waiting passengers. This was felt to be a safety issue that needed to be resolved.

In addition, the old shelter at this bus stop was very near to its end of life after being hit several times at the roofline and hence was not meeting the safety, accessibility and other applicable requirements set out in the relevant guidelines, including the 'Crime Prevention Through

RESPONSE TO OIA 2018-314

The Greater Wellington Regional Council promotes Quality for Life by ensuring our environment is protected while meeting the economic, social and cultural needs of the community



Environmental Design' guidelines. Renewal of the shelter was therefore brought forward to address the concerns raised by the local residents.

3. Any documents or emails that approved the change to Stop

The renewal of the bus stop at Mount Cook is part of the wider programme of bus stop renewals and upgrading of shelters across the region and therefore did not need specific individual approval. The programme has an approved budget and requirement to renew a number of shelters each year. Under the programme, priorities may change in response to the needs as they arise on the ground and accordingly renewal of some shelters may be brought forward to meet operational requirements, and address safety issues.

4. Any information about how this new design will impact public with disabilities

All new Metlink shelters are designed to the current accessibility standards. The entire path at this stop is designed to be concrete to give an even surface without trip hazards, and spaces are allocated for wheelchairs or walking frames to pull into and pass in front of the shelter. The new shelters have improved accessibility within the bus stop area compared to the old shelters.

The old seat did not allow for disability access into the shelter and the requirements for footpath space had restricted the area we could utilise. The seat was therefore changed to a leaner, which takes up less space and allows for more people to use the footpath for waiting and passing.

5. Any other documents that would help the public understand why seats have been removed

The following two documents contain the information on requirements for design and construction of urban amenities including bus stop shelters. These documents guide us on space requirements of the footpath and therefore the size and space that a bus shelter is allowed to take up on the footpath.

Wellington City Council Hierarchy of Roads: <https://wellington.govt.nz/~media/your-council/plans-policies-and-bylaws/district-plan/volume03/files/v3map33.pdf?la=en> – classifies the road to a certain category.

The Wellington City Council Codes of Practice for Land Development: <https://wellington.govt.nz/~media/services/environment-and-waste/urban-development/files/04partc.pdf?la=en> – provides guidance on space requirement for road categories.

If you have any concerns with the decision(s) referred to in this letter, you have the right to request an investigation and review by the Ombudsman under section 27(3) of the Local Government Official Information and Meetings Act 1987.

Yours sincerely



Angus Gabara
General Manager, Public Transport (Acting)